CORVALLIS
ENHANCING COMMUNITY LIVABILITY

VISION CLEARANCE STANDARDS

(EXCERPTS FROM "Off-Street Parking & Access Standards", 2005)

H. General Vision Clearance (Applies in all areas except CBD)

1. All driveways on local streets serving less than 30 parking spaces: A vision clearance triangle shall be maintained between an elevation of 2 feet and 8 feet above driveway height for all driveways on local streets serving less than 30 parking spaces. The legs of the vision clearance triangle shall be 15 feet in length measured from the intersection of the public right-of-way with the edge of driveway. The edge of driveway shall be defined by curbing, edge of pavement, or the end of parking stall striping (see Figure 1).

2. All alleys on local streets, or driveways on local streets serving 30 or more parking spaces, or driveways accessing collector or arterial streets: A vision clearance triangle shall be maintained between and elevation of 2 feet and 8 feet above the driveway height for all alleys on local streets, or driveways on local streets serving 30 or more parking spaces, or driveways accessing collector or arterial streets. The legs of the vision clearance triangle shall be 25 feet in length measured from the intersection of the public rights-of-way in the case of an alley, or from the intersection of the public right-of-way with the edge of driveway. The edge of driveway shall be defined by curbing, edge of pavement, or the end of parking stall striping (see Figure 2).

3. All street intersections, or alley access to collector or arterial streets: An unobstructed sight distance at all street intersections (including private streets) between an elevation of 2 feet and 8 feet above the street height, shall be provided in accordance with the AASHTO-Geometric Design of Highways and Streets, Chapter 9, At-Grade Intersections.

4. Intersections with no control or yield control of the minor approach: Sight distances in Table 2 will apply (see Figure 3). Any sight distance obstruction under this scenario should be referred to engineering's Development Review Supervisor.

Table 2
Sight Distance
No Stop or Yield Control

Speed (MPH)	D[1] (FT)
10	45
15	70
20	90
25	110
30	130
40	155
50	180

Notes: 1. See Figure 3.

5. Intersections with stop control on the minor approach: Intersections with stop control on the minor approach that provide the sight distances identified in Table 3, shall be considered to have met City sight distance requirements (see Figure 4). These distances are based on the crossing movement sight distance as identified in Chapter 9 of the AASHTO-Geometric Design of Highways and Streets. Stop control shall be interpreted as a stop sign or signal, except in the case of driveways, for which the stopping requirement is established under Oregon law.

Table 3 Sight Distance Stop Control on Minor Approach[1]							
Street Classifications	Number of lanes	Distance[2] (D) (ft)					
		Speed 25 MPH	Speed 30 MPH	Speed 35 MPH	Speed 40 MPH	Speed 45 MPH	Speed 50 MPH
Local	2	239	287	334	382	430	478
Neighborhood Collector	2	255	306	358	409	460	511
Collector	2	257	309	360	412	463	515
Collector	3	276	331	386	441	496	551
Collector	4	290	348	406	465	523	581
Collector	5	305	366	427	488	549	610
Arterial	2	261	313	365	417	470	522
Arterial	3	279	335	391	447	503	559
Arterial	4	294	353	412	470	529	588
Arterial	5	309	370	432	494	556	617

Notes: 1. The driver's eye is assumed to be located 20 feet from the edge of pavement or curb line or 10 feet from stop bar or crosswalk (marked or unmarked), which ever is greater.
2. See Figure 4.

6. For railroad crossings: An unobstructed sight distance at all streets intersecting with railroads between an elevation of 2 feet and 8 feet above the adjacent curb height, shall be provided as noted in Table 4. Where visibility can not be provided, a railroad signal or stop sign should be considered.

Table 4 Sight Distance at Railroad Crossings								
Train Speed MPH	Vehicle Speed (MPH)							
	10	15	20	25	30	35	40	45
10	45	50	55	60	67	71	75	86
15	68	75	83	90	100	107	112	128
20	90	100	110	120	133	143	150	171
25	113	125	138	150	167	179	187	214
30	135	150	165	180	200	214	225	257

7. Exceptions: Exceptions to the vision clearance requirement shall apply:

   a. To traffic control devices, street lights, and utility poles within public rights-of-way and easements meeting City Engineer approval;
   b. To supporting pillars or posts on private property not greater than 12 inches in diameter or as measured along the diagonal of rectangular pillars or posts;
   c. Within the Central Business District.
   d. Where, due to grade, oblique angle of the intersection, or irregular lot shape, vision clearance areas as described in this standard cannot be achieved, the City Engineer may prescribe the dimensions and conditions which will comply with the intent of the vision clearance area described in this section, according to recognized traffic engineering standards.

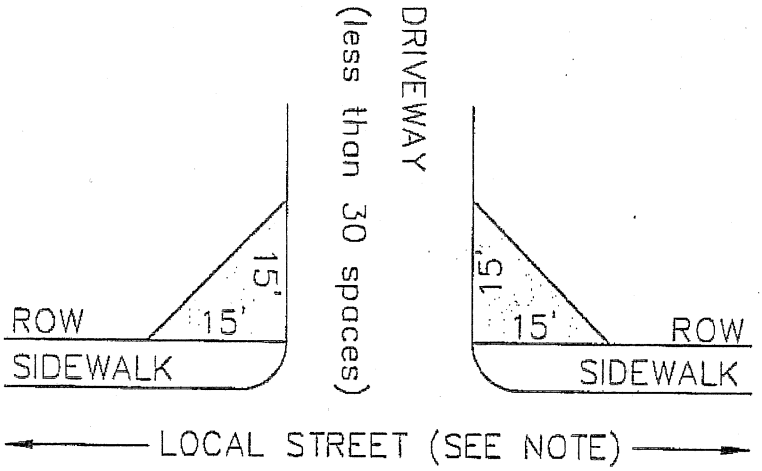


FIGURE 1

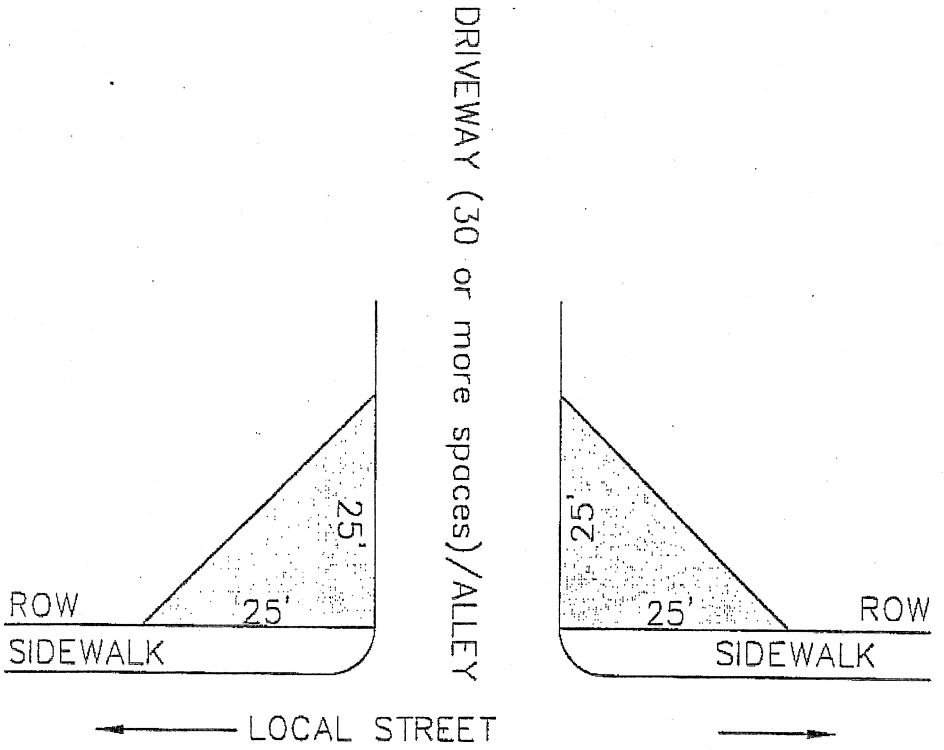


FIGURE 2

***** USE ALSO FOR ALL DRIVEWAYS THAT ACCESS COLLECTOR & ARTERIAL STREETS**

IED K Munts	CITY OF CORVALLIS Public Works Department
DRAWN BY K Munts	SCALE
CHECKED	0 20' 40'
DATE 5/1/01	CORVALLIS ENHANCING COMMUNITY LIVABILITY
SCALE: AS SHOWN	

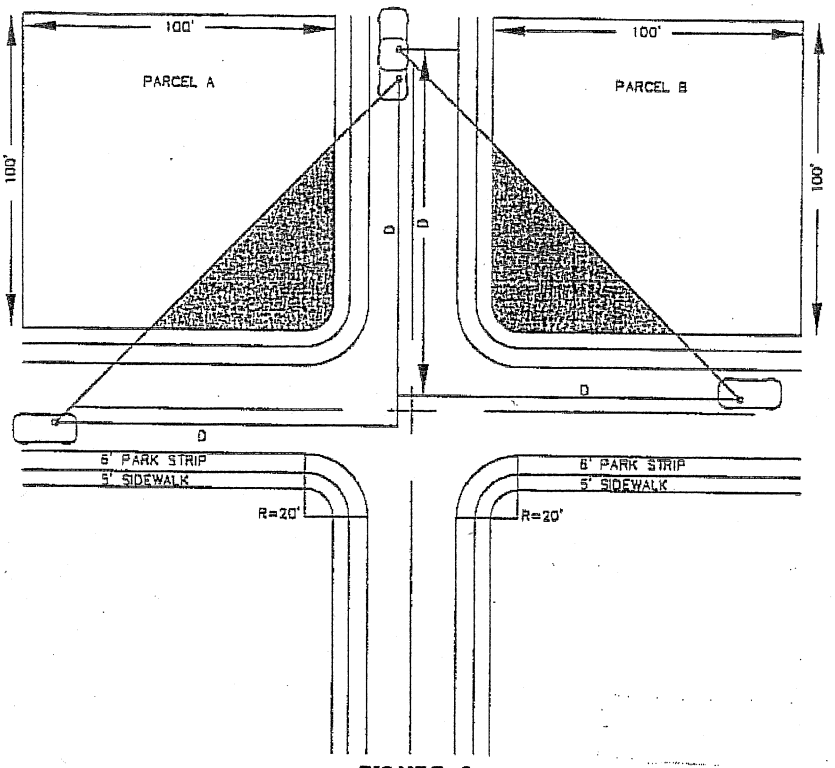
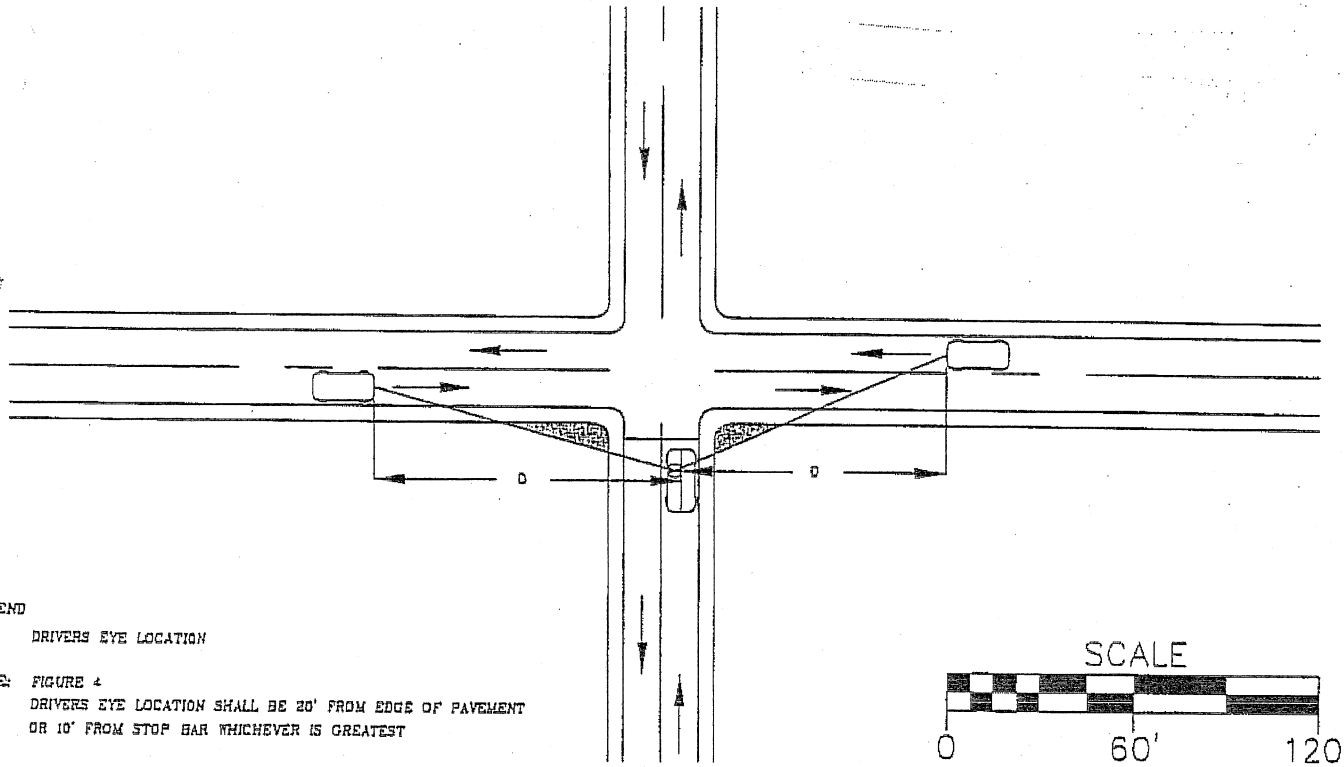


FIGURE 3



LEGEND

⊖ DRIVERS EYE LOCATION

NOTE: FIGURE 4
DRIVERS EYE LOCATION SHALL BE 20' FROM EDGE OF PAVEMENT
OR 10' FROM STOP BAR WHICHEVER IS GREATEST

SCALE
0 60' 120'

FIGURE 4

IED K Munts	
DRAWN BY K Munts	
CHECKED	
DATE 5/1/01	
SCALE: AS SHOWN	

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Public Works Department

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